

SURVIVORS TELL TRAGIC STORY OF WRECK; TRAIN CREW PRAISED

Men Strove Desperately to Rescue Dying From Mass of Debris—Women Showed Heroism—One Man Thanks God for "Second Life"

At 8:45 the relief train bearing fifteen of the Mt. Union wreck survivors arrived in Broad Street Station. All the survivors had been on the car next to the engine, the "Bruceville"—and all agreed that had the wrecked sleeping car been constructed of anything but steel the loss of life would have been much greater.

Miss Marguerite Fimm, of Plattsburg, N. Y., was in the sleeping car next to the one which was "telescoped." She was pale and tired looking and was plainly unnerved by her experience.

"I was awakened by a horrible grinding crash which sent a shiver down my spine, and set every nerve in my body a-tingle. Then I had a fearful sensation of being propelled forward, after which the car seemed to settle with sickening emphasis.

"I could hear cries and shouts in the darkness. I got out of the car as soon as possible. I have never seen before such a complete wreck as the car which was "telescoped."

"To my dying day, I will never forget that scene. I saw the arms of a woman protruding from a window of the wrecked car. Looking closer, I observed to my horror that there was an infant clasped tightly to the breast of the woman. The left arm, bent in a death grip, kept the body of the baby in place. That was only one of the terrible scenes I witnessed. I was not frightened by the crash, and I felt no fear until I stepped outside and saw the wreckage."

George Sellers, of Kokomo, Ind., said: "I was awakened by a jolt which nearly sprang me out of my berth. It did not take me long to hustle into my clothes and get outside. The force of the collision was so great that the forward trucks of the wrecked sleeper were pushed in front of the third car."

TRIED TO SAVE OTHERS
William H. Greaves, a business man on the way from the West to New York, said: "I lay in my berth for a couple of minutes after the collision, scarcely sensing what had happened. I remember hearing voices cry out as if in agony, and then everything was still for a minute. Then began a scramble of passengers to get out of my car. We tried to do what we could to assist in the relief work."

D. P. Doering, of Akron, O., who was a passenger in the sleeping car next to the end, said he felt that he was enjoying "second life" when he reached Broad Street Station. Mr. Doering was on his way to New York to visit some relatives and transact business.

"I retired shortly after 11 o'clock Monday evening after chatting with passengers in the smoker. I do not recall distinctly the last thing that we discussed as we were getting into our berths was President Wilson's message to Congress. I was sound asleep when I was awakened by a noise which sounded to me as though something was penetrating through our car—it may have sounded like a cannon shot. It was simply a loud noise—a noise of the kind that I will never forget."

COULDN'T DESCRIBE IT
"If you gave me a thousand-dollar bill I couldn't describe that noise. I recall distinctly, the last thing that we discussed as we were getting into our berths was President Wilson's message to Congress. I was sound asleep when I was awakened by a noise which sounded to me as though something was penetrating through our car—it may have sounded like a cannon shot. It was simply a loud noise—a noise of the kind that I will never forget."

TRAIN CREW BRAVE
"The train crew acted bravely. They deserve commendation for the way they worked. Some of the crew sailed right into the debris, removing the porter's wreckage in their anxiety to save passengers who were in the wreck and who probably were killed instantly."

WORSE THAN U-BOATS
"I have no idea how the accident happened or who is to be blamed, but I am thankful to God that I am alive. I have read a great deal about steamships being blown up by submarines. It must be an awful scare to the passengers. But, believe me, that scare that I got when I heard that noise after retiring has something on the submarines. I wasn't hurt."

WOMEN SHOWED BRAVERY
"The women in my car certainly acted like Trojans. They, of course, became alarmed—who wouldn't? But they did not become panic-stricken. We all thought of

only one thing and that was to get out of the car and when we did get out we began to breathe a little easier."

Even as far forward as the third car in the train which crashed into the other, Arthur Pritchard, who was on her way from her home in Ithaca, N. Y., from a suburb of Pittsburgh, where she had been visiting, was in the third car in a lower berth when the collision occurred.

"I had gone to the berth only a few minutes before the wreck," Mrs. Pritchard said, "and I was just getting ready for sleep when the steel jolted me."

"I can't say even now what happened after that. The car felt as though it was going up in the air and then there was a terrible crash. I was thrown around, it seemed to me, from one end of the car to the other, and then everything stopped dead. You couldn't hear a sound. It was like that for several minutes."

MEN MOST EXCITED
"Then I heard the men in the car. They really seemed to be more excited than the women at first. They went running down the aisles telling every one to be calm, and every one was."

"When I cooled off enough to look around I found the first freight car in the level; all the glass was smashed out of the windows; no one seemed to be hurt except for bruises. The men helped us out of the car and we went to the rear to see what had happened."

MT. UNION HELPS
"People from Mt. Union arrived almost at once with coffee and blankets and they were most helpful. I was asked by at least six different persons to come to their homes to get over the shock."

"We all did what we could to find some one in the rear car, but the wreckage was so thick it was just about impossible. Even after the doctors and nurses arrived they could do very little until the wrecking crew cleared away the steel and broken furnishings and other things that seemed to cover the car."

"The rear car, besides splitting open, had jammed into the freight car ahead of it, the center of the car ahead. That one seemed to be derailed and its front trucks were lifting the end of the car in front of it."

SILENCE OF THE GRAVE
"It was the silence of the grave. When the collision came I was in my berth, and I was sound asleep when I was awakened by the impact. I ran to the back door, but found the mass of wreckage jammed up against the rear and steam hissing over all."

"I ran around to the front of our car and clambered down. By the time I had reached the wrecked car the steam had ceased and all was quiet except for the shouts of the trainmen and others. I found a human hand by the side of the car, and I was the only one who was not killed or injured. She was moaning and crying. As quickly as I could I moved and ran out. I found everything very quiet—as still as death."

"My baby was thrown out of my arms, and out through the curtains to the floor," said Mrs. Lester. "I thought for a moment that my baby was injured, but she was unhurt. As quickly as I could I moved and ran out. I found everything very quiet—as still as death."

"The whole thing was too terrible for words. What impressed me most was the silence that followed the crash."

U. S. INVESTIGATES
Four Interstate Commerce Commission officials were sent to investigate the wreck soon after the receipt of the news of it by the Commission. They are George Ellis, chief signal engineer; W. P. Boriand, assistant chief of Division of Safety, and Inspectors Duffy and Brunley, stationed at Harrisburg.

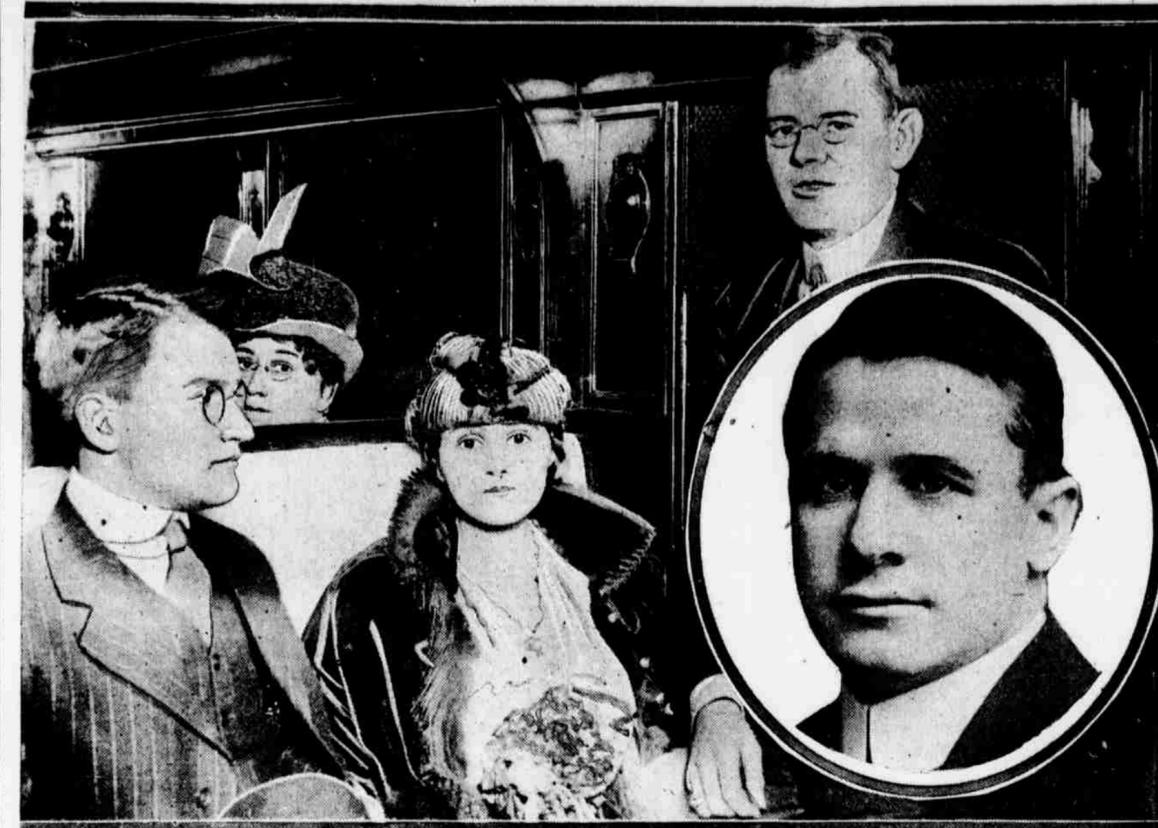
A third train from the scene of the wreck, the Harrisburg at 4:55, carried only a few survivors and no injured. The freight train, according to reports here, was hauled by Engine No. 614 and was in charge of Conductor E. E. Fagan, with A. T. Cook as engineer. Both are from Harrisburg. Cook suffered an injured foot. Fagan escaped injury.

Pennsylvania officials pointed out that this is the first time in three years that a single passenger has been injured or killed on any of the Pennsylvania lines, and in that time several millions have been carried. It is the first time such an accident has occurred in four years counting only the Pennsylvania line east.

Train No. 6 is the same passenger train that was wrecked last August at Mexico, Pa., when it ran into a stock train, killing the engineer and fireman.

The disaster affected officials of the railroad, who took pride in the good record it has maintained for the safety of passengers. Not a passenger had been killed on the entire system in three years, in which

VICTIM AND SURVIVORS OF MOUNT UNION WRECK



From left to right are George Sellers, of Kokomo, Ind.; Miss Marguerite Fimm, of Plattsburg, N. Y.; Mrs. Arthur Pritchard, of Ithaca, N. Y., and William H. Greaves, a former Philadelphia, who arrived at Broad Street Station this morning on the relief train bearing survivors of the Mt. Union wreck, in which they escaped serious injury. Chester A. Minds, former Penn athlete, who with his wife and all the members of his party lost their lives in the collision, is shown at the right. Mr. Minds's photograph is by Gilbert & Bacon.

boarded the train at Tyrone, being assigned to the sleeping car Bruceville. He had just retired when the crash came. He was jolted, but was able to go to his home in Harrisburg on a later train.

A gruesome feature of the wreck was the fact that the first freight car in the train which crashed into the express was loaded with coffins, consigned from a Pittsburgh firm to a business house in the city. These were strewn over the wreckage.

Traffic was blocked for two hours. Then Train No. 4, which left Pittsburgh at 8:30 o'clock was sent to Harrisburg. It reached there at 8:55, but carried no survivors of the wreck.

A relief set out from Altoona at 10 o'clock, carrying Superintendent N. W. Smith, of the Central Division of the Pennsylvania Railroad, and doctors and nurses from Altoona. Other physicians were picked up at Huntingdon, and the relief train rushed to Mount Union.

The Mercantile Express, known as No. 6, was composed of four Pullman sleeping cars and four day coaches. The Pullmans, all were bound for New York.

John P. Doherty, investigator of accidents for the Public Service Commission, left Harrisburg for the scene of the wreck at 4 o'clock this morning.

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555,599,063 passengers were carried. On the lines east to a passenger out of 615,629,577 carried in the last four years was killed. In 1916, 195,294,148 passengers were carried on the entire system without a fatality.

STATEMENT BY ROAD
The management of the Pennsylvania Railroad regrets to announce that in a rear-end collision at Mount Union, Pa., at 12:19 this morning nineteen passengers and one Pullman porter were killed, and an engineer and a Pullman porter were slightly injured.

"While the mercantile express—train No. 6, an eastbound train—was unloading passengers at Mount Union Station, an eastbound freight train, PS-20, engine 614, ran into the rear of it, demolishing the last car, which was a sleeping car named Bellwood. All of the persons who were killed were in this car. The engine of the freight train was forced partly into the one end of the Bellwood, while the end of the sleeping car ahead of it was forced into the other end of the sleeping car. The passengers in the other cars of the train were not injured.

Six freight cars were wrecked and two of the main tracks were blocked. Wrecking trains, with physicians and nurses, were sent to the scene of the accident immediately. The cause of the accident has not been determined, although early this morning the following officers of the company were appointed to make an investigation:

R. B. Freeman, trainmaster, Tyrone Division.
R. Dickinson, supervisor of signals, Philadelphia Division.
Cook, the freight engineer, who had only recently been promoted to the throttle, it was reported, declared that the block signal at "Mu" tower, a mile and a half from Mount Union, showed white, indicating a clear track. His fireman and brakeman, who were in the cab when the tower was passed, said they told him the tower would warn that another train was in the block. H. H. Jacobs, Harrisburg, Doeks and Ferrer, has asked that all these positions be exempted from civil service regulations.

The Civil Service Commission, in order to investigate the request of the director, has before dark held a public hearing at City Hall on March 7. At this hearing exemptions for a total of 238 positions will be urged, on the ground that most of them are filled but a portion of each year and that it is with increasing difficulty that the proper men can be obtained for the service.

SHOOTS GIRL TO FRIGHTEN HER
Youth Wanted to Make Her Go Home Before Dark
ASBURY PARK, N. J., Feb. 27.—To frighten Miss Lillian Taylor, thirty years old, of West Point, Pleasant, into going home before dark from the home of Mrs. Randolph Hulse, at that place, where she was a frequent visitor, so that he wouldn't have to accompany her, Lloyd White, eighteen years old, shot her through her right hip. White told Recorder C. Y. Hanes he did not intend to hit Miss Taylor. He was held in \$1000 bail.

Signs Unobserved in Auto Death
NORRISTOWN, Pa., Feb. 27.—The Coroner's jury investigating the death of Dr. Bertha Lewis, of Bryn Mawr, February 11, when the automobile in which she was riding collided with another driven by Isaac Burton, found that neither Burton nor Horace Smith, driver of the other car, saw the signs.

MANHOLE BLOWS UP
An explosion of gas in a manhole caused by a spark coming from a break in an electric cable at Seventh and Walnut streets at noon today, blew the 60-pound cast iron cover ten feet in the air. The cover fell back again in the manhole and broke in several pieces, one of the pieces crushing several cables.

A mounted policeman had a narrow escape from being seriously injured. He had been riding on a horse when the manhole

"CHET" MINDS'S TRAGIC DEATH DRAPES RED AND BLUE IN BLACK

Campus Mourns for Scholar-Athlete Killed in Railroad Accident—All-Round Star on Track, Gridiron and Diamond

"Chet" Minds, as he was known all over the college community in West Philadelphia, was one of the ablest, cleanest, most popular men that ever went to Penn. He had a reputation to live up to, one set by his brother, "Jack" Minds, who in his day was a brilliant all-around athlete who brought pride to Red and Blue men everywhere.

He lived up to it, too. He was a great football player, a great baseball player, a great track star, and none of these things was allowed by him to interfere with the business which brought him to college—that business being learning. He took three honors when he graduated in 1914.

Then he took his diploma and went home to Ramey, forgot about athletics and went to work for his father, who is a coal magnate. The only thing that took him time from business after that was love, at first, and his family later. He went up to Conifer, N. Y., in the fall and away back in one of the deepest recesses of the Adirondacks on September 8, 1915, he married Miss Doris Catfish, of Conifer. One baby blessed their short married life, who, by the parents, was killed in last night's tragedy at Mount Union.

"Chet" Minds made a hit from the start when he came to Penn. He was expected to be a prominent figure in athletics—on the gridiron, on the track, and on the diamond. He was a member of the Pennsylvania Athletic Union, and he was a member of the Pennsylvania Football Association.

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P. R. T. Must Run
Darby "L" Trains

News of The World in Pictures

In the center of this issue of the EVENING LEDGER appears a new four-page

Picture Section

It takes the place of the illustrated feature previously appearing daily on this page. This enlarged attraction of the EVENING LEDGER will be

A Daily Fixture

and will entitle this newspaper to take rank as

America's Greatest Pictorial Daily

team. They say he made both the finest freshman aggregations Old Penn ever had.

He easily made the varsity after his freshman year. In football he played quarterback in his sophomore and junior years and fullback in his senior year. He was a beautiful punter, and drop-kicker of the first mark, to boot. He captained the team in 1913, in baseball likewise he was a mainstay of the team. He was at second base the first two years, and in his last year he went out to center field.

Athletics and high scholarship didn't keep him so busy that he couldn't enter into the other college relations. He was elected to that most significant honor a college man can get from the viewpoint of popularity—that was his fraternity, Phi Kappa Psi.

All over the campus today his death is mourned as a great loss, and particularly his mother, who is in the city, and his father, who is in the country. That was his fraternity, Phi Kappa Psi.

Chester A. Minds was married in the midst of an Adirondack forest, the ceremony being performed by the Rev. George W. Owen, of Lynn, Mass., assisted by the Rev. W. P. Clark, of Conifer, N. Y.

The bride was attended by her sister, Miss Francis Catfish, as maid of honor, and the bridesmaids were Miss Ethel Mind, a sister of the bridegroom; Miss Ruth Cook, Miss Miss Carr and Miss Ruth Cook, William Minds, of New York, was the best man.

When the commission took up the city's application for a certificate to construct the Third and Market elevated line from the argument for the city was presented by the Assistant Transit Director Atkinson and Assistant City Solicitor Lowengrund. The entire board of commissioners sat in the case.

The members of the commission are about evenly divided. It was made plain, upon what the certificate should be granted at once or whether they should be withheld until there is definite assurance that the Philadelphia Rapid Transit Company will be the operators. Under the present program of the city, in favor of delay are to be permitted to have their own way and the city will be unable to let any additional contracts on any of the lines until this program is changed.

Both Assistant Director Atkinson and Assistant City Solicitor Lowengrund joined in making eloquent pleas for immediate action.

"The city will be hamstrung in its present negotiations," declared Mr. Atkinson, "unless the Transit Department gets the authority to proceed with the construction program."

"When could you let contracts," Commissioner Brecht interrupted, "for the Darby line should this certificate be granted?"

"I can only state approximately," replied the Assistant Director, "but I think we could advertise for bids about the end of the summer and then the work would be continuously progressive."

"If you cannot advertise for bids until the end of the summer," interjected the Commissioner, "why do you insist that the certificate should be granted immediately?"

The prompt issuance of the certificate would place the city in a better position to conduct the lease negotiations with the Philadelphia Rapid Transit Company and would advance the date of the initial operation of the various lines.

COATESVILLE HOTEL BAR UNDER FIRE

Witnesses Tell Court Law Was Openly Violated at the Speakman House

GIVES NAMES AND DATES

Downington Men Furnish Ammunition for the No-License Assaults

WEST CHESTER, Pa., Feb. 27.—In the continued hearings in court here today, the matter of revoking the license of the Speakman House, Coatesville, occupied the time of the court. The no-license attorneys called several Downington men to support their claim; the defense will come later.

Mark H. Barefoot was the star witness of the Downington delegation. According to him the law was openly violated by the barmen in the Speakman House.

"I was there," he said, "on November 23 of last year; with me was James Appenheimer. Drinks were passed back from the bar to men who were visibly intoxicated at the time. I was there more than 125 men packed against the bar. Several times in January I was there and saw intoxicated Downington men on the list and then the two against the hotels in Downington will occupy much time.

Harry Deitz, also of Downington, said he had been in the Speakman house on a number of occasions and that men were packed against the bar four or five times. He was passed back to persons in the bar who were too much intoxicated to secure it themselves. Edge C. Lewis and Larus Frain, of Downington, corroborated the sworn witnesses as to doings at the hotel when they were present. Frain said a number of Mexicans were in the barroom and started trouble, but were rejected.

It is probable that the hearings will consume several days. Two more cases from Coatesville are on the list and then the two against the hotels in Downington will occupy much time.

PATROL BOAT SHELLS FLOATING SPEAKERS

Captain and Mate Badly Wounded in "Engagement" on the Rappahannock River

IRVINGTON, Va., Feb. 27.—Captain the Bonham and a mate of the schooner Elizabeth Clark, which has been cruising in the Rappahannock River selling whisky, it is alleged, in violation of the State prohibition laws, were prisoners in Lancaster County jail today, both badly wounded, as the result of an engagement between the schooner and the State cutter boat, Commodore Maury, near here, in which the State vessel is reported to have swept the decks of the schooner with a three-inch gun.

Captain Doggett, of the Commodore Maury, having been directed to call a halt to the operations of the whisky vessel, which he said to have sailed out of Baltimore with a cargo of whisky, and so on, sighted the schooner last night and drew within hailing distance. A command to surrender is reported to have brought only a string of oaths and a volley of pistol shots from the other vessel. Captain Doggett then brought his gun into play with the result that the crew of the other ship hoisted the white flag.

Four other members of the crew, who were uninjured, were also lodged in jail.

ART STUDENTS TO CROWN ROMANCE AT ALTAR

Marriage License Granted to Norman K. Morse and Miss J. Irene Milnes

The romance of two art students and members of prominent families will culminate in marriage next Tuesday afternoon. Today Norman K. Morse, a landscape architect of Wayne, Pa., who has a studio at 41 South Fifteenth street, obtained a license to marry Miss J. Irene Milnes, daughter of William H. Milnes, a manufacturer of Philadelphia. Miss Milnes, who is a graduate of the Pennsylvania Academy of the Arts, resides with her parents at 211 Gower avenue, Chestnut Hill.

The ceremony will be performed next Tuesday afternoon in the Episcopal Church of St. James the Less, Thirty-fifth and Clearfield streets, by the Rev. Edward Ritchie.

FOOD PRICES DROP HARD IN NEW YORK

Housewives Keep Up Boycott and Refuse to Buy Provisions

NEW YORK, Feb. 27.—Food prices dropped as sharply today on the East Side as they had skyrocketed only last week. But the enraged housewives refused to purchase and maintained by physical force the boycott that was declared when food mounted beyond their slender means. Chicken was quoted at 20 cents a pound, against 30 last week. Onions were down to 9 cents, against 18 last week. Potatoes were offered at 7 cents, against 14 last week, and were refused. Other foods were similarly reduced, but there was little trading. Women surrounded pushcarts and stores and drove trade away.

Mayor Mitchell has written a letter to the State Legislature, it was announced today, urging that some legislation of constructive lines be enacted at once to relieve the situation in New York city.

DREW WIFE'S CASH FROM BANK Domestic Quarrel Results in Man's Arrest and Hunt for 'Other Woman'

POTTSVILLE, Pa., Feb. 27.—John Olinsey, of Minersville, quarreled with his wife yesterday morning. At noon he took a woman with him to the First National Bank, and representing her as his wife drew out \$365 of Mrs. Olinsey's deposits. He then left. He was captured at Shenandoah last evening by State Policeman Hester, and he is now in the county prison to await trial.

The woman who obtained the money is being sought by the police.

No Excise Election for Beverly

TRENTON, Feb. 27.—The Supreme Court today refused a writ of mandamus to compel the city commission of Beverly to call an election for an excise purchase. The Court holds that the Walsh Commission Government act, under which the Beverly Commission holds office, supersedes all other acts, including that creating an excise board.

Jersey Man on Inauguration Staff

TRENTON, Feb. 27.—Major Richard S. Gookin, Jr., of Bordentown, has been named by Major General H. L. Scott, chief of staff of the United States Army, as one of the members of the inauguration staff.